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Business and commercial Aviation

# THE WEEKLY OF BUSINESS AVIATION

Vol. 42 No. 1 January 6, 1986 Page 1

INSIDE

ASA, Rio Cease Negotiations.....Page 2
MAI Clearing Diamond Inventory.....Page 3
Product Liability Bill Detailed.....Page 4
Van Dusen Buyout Vote Delayed.....Page 5
Business Aviation Briefs.....Page 6

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## PRELIMINARY FIGURES SHOW DECLINE IN GA ACCIDENTS IN 1985

Figures for the first 11 months of 1985 show a marked decrease in both the total number of general aviation accidents and number of fatal GA accidents, which resulted in lower GA accident rates.

National Transportation Safety Board is expected to release its preliminary accident data for all of 1986 this week, but the 11-month data compiled by FAA shows 2,542 total general aviation accidents through November, compared to 2,999 during all of 1984. Number of fatal accidents through November was 450, resulting in an accident rate of 8.54 accidents per 100,000 flight hours and a rate of 1.51 fatal accidents per 100,000 flight hours. Those figures represent a significant improvement from the previous year. In 1984 there were 529 fatal GA accidents. Overall accident rate for the year was 9.82 per 100,000 flight hours while the fatal accident rate was 1.73 fatal accidents per 100,000 flight hours.

## FAA REMOVES MOST OPERATING RESTRICTIONS FROM SF-340

Federal Aviation Administration last week removed most of the operating restrictions it had imposed on the SF-340 following a series of engine flameouts, clearing the way for the two largest U.S. operators of the planes to return them to service. FAA said that since imposition of the initial restrictions in mid-December (BA, Dec. 16/193), "the manufacturer has completed additional investigations which more clearly define the impact of a flameout and reignition during critical phases of flight." As a result, FAA said it is "removing the restrictions against operating the airplane in icing conditions or in other than day visual flight rules conditions below 10 degrees C.".

Operators must install a continuous ignition switch and replace the high-time igniter plug in each engine with a new igniter plug. Takeoffs will continue to be prohibited when there is slush on the runway. Engine and propeller anti-ice systems must be activated, along with the continuous ignition system, "during all operation in which icing could reasonably be expected to occur and for a period of five minutes after these conditions no longer exist." All flameout incidents must be recorded and inspections must be conducted after flameouts. FAA said the latest airworthiness directive "constitutes interim action pending further analysis of the problem which will result in additional rulemaking later."

Latest AD was issued late on Dec. 31 and the two largest U.S. SF-340 operators—Comair of Cincinnati and Air Midwest of Wichita—said they planned to phase in 340 flights over the weekend. Comair had 10 340s and two more were delivered on Dec. 31, while Air Midwest has five of the aircraft. Both carriers said they are discussing with Saab Aircraft reimbursement arrangements for the cost of complying with the ADs and for losses suffered when the aircraft were grounded.

## CLOSING OF DE HAVILLAND SALE TO BOEING DELAYED

Consummation of the sale of Canadian aircraft manufacturer de Havilland Aircraft to Boeing has been delayed until the end of January because of heavy criticism from opposition members of the Canadian Parliament. The sale was announced in early December and closing of the deal had been expected by yearend (BA, Dec. 9/186).

The Conservative Canadian government, headed by Prime Minister Brian Mulroney, has been

(Continued on the following page)

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## AIRPORT AND AIRWAY TRUST FUND
Status As Of Oct. 31, 1985

| | CURRENT MONTH | FISCAL YEAR TO DATE |
|---|---|---|
| I. BALANCE - BEGINNING OF PERIOD | $ 7,432,256,743.43 | $ 7,432,256,743.43 |
| II. RECEIPTS: | | |
| A. Excise Taxes (Transferred from General Fund): | | |
| Any liquid fuel except gas | 8,291,000.00 | 8,291,000.00 |
| Tires used on aircraft | 0.00 | 0.00 |
| Tubes used on aircraft | 0.00 | 0.00 |
| Gasoline | | |
| 1. Commercial 9 cents tax | 232,000.00 | 232,000.00 |
| 2. Non-commercial 9 cents tax | 1,861,000.00 | 1,861,000.00 |
| 3. Non-commercial 3 cents tax | 592,000.00 | 592,000.00 |
| 4. Transp by air,seats,berths,etc. | 229,978,000.00 | 229,978,000.00 |
| Use of international trav fac | 9,299,000.00 | 9,299,000.00 |
| Transp of property and cargo | 19,258,000.00 | 19,258,000.00 |
| Total Tax Receipts | 269,511,000.00 | 269,511,000.00 |
| B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits : | | |
| 1. Civil aircraft | 0.00 | 0.00 |
| 2. Any liquid fuel except gas | 0.00 | 0.00 |
| 3. Gasoline -Retailer's tax | 0.00 | 0.00 |
| 4. Gasoline -Manufac. tax | 0.00 | 0.00 |
| Total Reimburse For Tax Refunds | 0.00 | 0.00 |
| Net Tax Receipts | 269,511,000.00 | 269,511,000.00 |
| C. Interest on Investments | 96,327.65 | 96,327.65 |
| Net Receipts | 269,607,327.65 | 269,607,327.65 |
| III. EXPENDITURES : | | |
| A. Federal Aviation Administration : | | |
| 1. Operations | -399.66 | -399.66 |
| 2. Grants-in-aid for airports | 72,871,959.91 | 72,871,959.91 |
| 3. Facilities & equipment | 34,587,618.56 | 34,587,618.56 |
| 4. Research engineering & development | 31,522,948.74 | 31,522,948.74 |
| B. NOAA weather services | 2,171,000.00 | 2,171,000.00 |
| C. Interest on Refund of Taxes | 0.00 | 0.00 |
| Total Expenditures | 141,153,127.55 | 141,153,127.55 |
| IV. BALANCE - END OF PERIOD | 7,560,710,943.53 | 7,560,710,943.53 |
| ASSETS : | | |
| Undisbursed Balances: | | $ |
| Airport & Airway Trust Fund | 32.01 | |
| Operations | 9,989.42 | |
| Grants-in-aid for Airports | -53,299,533.15 | |
| Facilities & Equipment | -20,145,334.20 | |
| Research Engineering & Development | -21,464,210.55 | |
| NOAA weather services | 8,219,000.00 | |
| | | $ -86,680,056.47 |
| Investments : | | |
| U.S. TREASURY CERTIFICATES OF INDEBTEDNESS: | | |
| 10-3/4% maturing JUNE 30, 1986 | $ 7,410,218,000.00 | |
| 10-3/8% maturing JUNE 30, 1986 | 237,173,000.00 | |
| | | 7,647,391,000.00 |
| Total Assets | | 7,560,710,943.53 |
| LIABILITIES: | | 0.00 |
| EQUITY: | | |
| Excess of Assets over Liabilities | | $ 7,560,710,943.53 |
| Total Liabilities and Equity | | 7,560,710,943.53 |

Treasury Department Chart